



The China Mail

ESTABLISHED 1843

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA
BY THE REV. G. C.
BURBULE

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第十一期四月四日星期一

HONGKONG, THURSDAY, APRIL 30, 1914

庚申年四月四日星期一

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UMEMOTO.

PROFESSIONAL TATTOOER.

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Customers if desired.
Finest work done by hand only.No. 12, Queen's Road East,
Hongkong, Oct. 2, 1914."HOLES" IN EVIDENCE
ALLEGED DYNAMITE
STEALING.In the case of dynamite stealing from
the Green Island Cement Company, Ltd.,
which came before Mr. Melbourne this
morning for decision, Mr. Master, for
defendant, argued that it was absurd to
imagine that defendant would have handed
over the money to the police informer
under the very noses of the police.The prosecution stated formerly that
defendant agreed to sell certain dynamite
to a purchaser—a police informer. The
defendant was alleged to have stolen the
dynamite at Green Island. During trans-
portation to "Hongkong" the sampon
containing the dynamite and defendant
were searched and the money, paid
in purchase, was found under a mat.Mr. Master did not think a case was
made out. The evidence was so full of
holes, and the story was absurd.Mr. Melbourne said since the previous
evening he had given the case much con-
sideration but he did not read the de-
position.His Worship was urged by Mr. Master
to read the depositions and said no jury
would convict on such evidence.An adjournment until Monday morning
was arranged.

THE PEAK CHURCH.

Meeting of the Congregation.

The annual meeting of the members and
congregation of the Peak Church was held
last evening in St. John's Cathedral
vestry, the Hon. Mr. H. E. Pollock, K.C.
presiding. Among others present were the
Rev. H. Copley Moyle (Hon. Secy.), Mr.
Philip Jacks (Hon. Tras.), Dr. Sanders,
Mr. L. P. Patterson.The committee, in their report for the
past church year, stated that the out-
standing feature was the heavy item for
repairs necessitated by the ravages of white
ants. The church was closed from the
middle of October till Christmas, and
during this time the roof was taken off,
iron girders were substituted for the wooden
beams, the wooden ceiling was taken away,
the west window was changed into a more
dignified looking triple window, the church
was painted and colour washed inside and
out, and electric light was installed.
The expenses for all these repairs were
paid from the amount of money on fixed
deposit and no special appeal was made.
But this has almost entirely absorbed the
credit balance. A children's service was
held during the winter months by Rev. J.
Kirk Macdonald on the first Sunday in
the month and by Rev. H. Copley Moyle
on the last Sunday. Sunday School was
held on the second and third Sundays in
the month under the able superintendence
of Mr. Usher Smith, assisted by Miss
Daisy Brown and Lieut. Hanning Lee,
R.N. Mr. Barton, Mrs. Punnett and
Mrs. Churchill arranged the after flowers
and lights, and after the altar, chalice
and Mrs. O'—an played the harmonium at
the children's service. Mr. Patterson
audited the accounts, which showed a
balance at the bank of \$417.57 and cash in
hand amounting to \$14.05.The report and accounts were adopted
on the motion of the Chairman, seconded
by Dr. Sanders.The officers and committee were re-
elected for the ensuing year, the Chairman,
with Mr. Jacks, being empowered to de-
termine the terms of the trust deed for the
purpose of discovering whether two trustees
could be elected in place of Messrs. J.
Barton and A. Turner, who have both left
the Colony.In reply to the Chairman, Mr. Patterson
said he was willing to become a trustee.It was agreed to transfer \$300 of the
balance in hand to fixed deposit.Dr. Sanders voiced the thanks of the
congregation to those gentlemen who had
taken so much trouble in the restoration
of the church, with such excellent result.

THE FRUIT SEASON.

DOWELL's complaint is sure to be prevalent
during the fruit season. Be sure to
keep a bottle of Chamberlain's Collo-
Chloro and Distress Remedy on hand.
It may save life. Manufactured by all Chemists
and Dispensaries.

BUSINESS NOTICES.

MILKMAID
RICH THICK CREAM

(which can be whipped but cannot be beaten)

It is

SIMPLY
PURE
CREAM.

Packed in Three sizes of tins.

11½ oz., 5½ oz., 4 oz., net weight.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

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GERMAN SAUSAGE FACTORY

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Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc. can
be obtained already sliced by 1/4 and 1 lb. etc.

Beef and Pork sausages made fresh every morning.

Special arrangements will be made with Hotels, Canteens, Boarding-houses, Ships, Picnic parties, etc.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. B. TAGGART, MANAGER.

PEAK HOTEL.

ADmirably situated at Victoria Gap.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. Night-Suite, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms: From \$5 per day Max. Telegraph Add: "Peaceful." P. O. I. BUSIEK Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CULINARY UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

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SINGON & CO.

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LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.Those who intend learning the Chinese
language are requested to write to
China Mail Office or direct to 37, Holly-
wood Road, Hongkong.

Hongkong, April 1, 1912.

Hongkong, May 17, 1912.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement

In Casks of 275 lbs. net.

in Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

MEI CHEUNG
ART-PHOTOGRAPHER.CHILDREN'S PHOTOS
A
Speciality.NOTE ADDRESS.
ICE HOUSE HONGKONG.

WEISMANN'S

FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1911.

JUST ARRIVED
Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee.

Absolutely the Best Imported: only 75 cents per lb.

THE

ALEXANDRA CAFE CO.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERERS. All work done in this establishment is guaranteed. We have
over thirty years experience. We own two Slipways and can accommodate any craft
of both ends long.Town Office, 43, Connaught Road Central, Hongkong. Telephone No. 456.
Shipyard, Sham-Sai-Po, Kowloon, Hongkong. Telephone No. K. 120.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

CALBECK MACGREGOR & CO.

ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON PILSENER
BEERThe only genuine imported Pilsener Beer
at so low a price.

Per 1 dozen quarts \$8.00

Per 1 dozen pints 2.00

Per dozen cans 1.00 for local delivery.

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1914 the price of

current will be reduced to the follow-

ing:-

Electric Light and Fans... \$0.24 per unit

Power, Lifts, Heating and

Cooking... \$0.07

Power to Restricted Hour

Consumers... \$0.08

Discount will be given to those

GIBL, LIVINGSTON & CO.

Hongkong, April 1, 1912.

THE CARLTON HOTEL

Recently Remodelled and Refurnished.

Self-Contained Suites of Apartments with Private

Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading

and Writing Rooms.

Under Personal Management of

BANKS

HONGKONG & SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND
Starling \$15,000,000
Silver 17,855,000
RESERVE LIABILITY OF PROFESSIONAL \$32,650,000
PROFESSIONAL \$15,000,000

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LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of Two
per cent. per annum on the daily balance.

ON FIXED DEPOSITS—

For 3 months 2½ per cent per annum.
6 " 3½ " "
12 " 4 " "

N. J. STABE,

Chief Manager.

Hongkong, April 22, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 84 PER CENT. per annum. Depositors may transfer their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABE,

Chief Manager.

Hongkong, July 1, 1912.

1517

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,800,000
RESERVE LIABILITY OF PROFESSIONAL £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,

Acting Manager.

Hongkong, March 31, 1914.

THE MERCHANTILE BANK OF INDIA, LIMITED

Authorised Capital £1,000,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 465,000

BANKERS,
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,

Manager.

Hongkong, July 1, 1913.

822

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTORISED CAPITAL Yen 45,000,000
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RESERVE FUND 18,800,000

HEAD OFFICE—YOKOHAMA.

(BRANCHES AND AGENTS AT)

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NEWCASTLE

NEW YORK

OSAKA

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TOKYO

TONGKAO

TRAVELLERS CHECKS sold and cashed.

TIME TABLE.

Kowloon-Canton Line.

OUT

	Night Express
Kowloon	12.45 0.50 7.15 9.40 11.25 2.00 3.00 5.15 8.00
Hung Hom	0.54 — 0.41 11.25 2.04 —
Yau Ma Tei	0.50 — 0.50 11.30 2.00 — 5.22 6.07
Sha Tin	— 7.10 — 10.02 11.48 2.19 — 5.33 —
Tai Po	11.5 7.23 — 10.13 12.02 2.33 — 5.46 6.31
Tai Po Market	— 7.27 — 10.24 12.08 2.37 — 5.50 —
Fan Ling	— 7.30 — 10.31 12.10 2.43 — 5.53 —
Sheung Shui	— 7.30 — 10.37 12.22 2.50 — 5.61 —
Shum Chun	— 7.40 7.41 8.00 10.12 12.40 2.51 3.45 6.00 8.50
Canton	— 5.00 — 11.00 — 6.04 — 6.41 —

Golf Train—Sundays Only.

Kowloon 8.15 Tai Po 9.16 Sheung Shui 9.27

Sha Tau Kok Branch.

OUT

	Night Express
Fan Ling	Dep. 0.05 8.20 12.30 3.20
Sha Tau Kok	Arr. 7.01 9.15 1.25 4.15

BANKS

MEDICINE IN CHINA.

PLEA FOR EFFICIENT SYSTEM OF EDUCATION.

Need for Western Methods.

Dr. Wu Lien Teh, M.A., M.D. (Cantab), medical officer to the Chinese Foreign Office at Harbin, who attended the recent great medical congress in London on behalf of his Government, has written a memorandum on medical education in China addressed to the Chinese Board of Education. In it he urges the pressing need for China to come into line with the enlightened medical methods of the west. We quote a few extracts, the first coming under the head of personal observations in the course of which the writer says:—

"I deem it expedient to mention here some of the observations I have made during the six years past I have had the honour of serving our Government. In spite of some excellent methods of treatment and a long list of useful drugs handed down to us by the ancients, nothing has been done by their successors either to improve that knowledge or to keep abreast of the times. The result is deplorable, and the majority of native-trained physicians of to-day are completely ignorant of the two causes of most diseases, especially epidemic diseases, their methods of diagnosis, their causes, and modes of prevention. On the other hand, certain maladies, such as, malarial fever, internal abscesses, blindness due to cataract of the eye, which owing to insufficient knowledge were regarded by the ancients as incurable, are still regarded by modern native physicians as incurable, whereas they are known by all western-trained doctors to yield to simple drugs and operations. Diseases like typhus, relapsing fever, leprosy, which occur with alarming frequency in China, are now unknown in these countries where clean and healthy habits are adopted, such as regular bathing of the body, changing of inner clothes, and the enjoyment of light and well-aired sleeping apartments.

CHINESE GRADUATES RECOGNISED.

Later, the writer observes:—"Our graduates, owing to insufficient training at home, are not recognised by the universities of other lands, and many instances have occurred where men possessing medical qualifications of Government institutions in China and desirous of obtaining another degree from a western university, are obliged to undergo the ordinary student's course of five years before such a degree is conferred upon them. In other words the training a man receives as a medical student in China counts for nothing in a western country. Even in our own country, our graduates enjoy a lower social standing, and also fewer privileges than medical men of other countries in the matter of Government appointments, such as health officers, customs and railway surgeons, etc. To remedy these abuses we must place our medical education on the same footing as that of progressive nations. The introduction of steamships, railways, telegraphs and other modern means of rapid communication has brought about a new era of progress. New factors have now to be considered with us, with increased rapidly of transit by rail and steamer, greater facilities for the spread of infectious diseases have also come about. To cope with these new dangers, measures, which have been proved beneficial in other countries, must be introduced into our land, and wherever possible improved upon."

"It is evident from the above that new ideas in regard to health, as understood and practised by almost everyone in the west, should be instilled into the minds of both our educated and uneducated classes. To this end the existing systems of medical education, the management of hospitals, and the control of public health should be reorganised, so that our country might come into line with the most progressive nations."

A SUGGESTION.

"It is well known that the cost of establishing an up-to-date medical college, with its teaching staff and equipment, is enormous. In the present state of our finances, such an expenditure is out of the question, but, as the need of medical education is a pressing problem, the most practical and economical plan should be adopted. Under the circumstances, the resolutions passed in January, 1913, by the medical missionary bodies who have worked disinterestedly for the good of this country,

Kowloon-Canton Line.

IN

	Night Express
Canton	— 7.00 — 8.10 — 3.13 — 7.15
Shun Chau	8.03 10.02 11.35 2.35 4.30 5.13 8.10 10.31
Sheung Shui	8.12 — 11.41 3.01 4.38 — 8.30 —
Fan Ling	— 8.13 — 11.44 3.05 4.40 — 8.27 —
Tai Po Market	8.26 — 11.53 3.16 4.51 — 8.30 —
Tai Po	— 8.32 — 12.10 3.28 4.57 — —
Shu Ting	— 8.43 — 12.14 3.38 5.10 — 8.41 —
Yau Ma Tei	— 8.56 — 12.27 3.49 5.23 — —
Hung Hom	— 9.02 — 12.31 3.63 5.27 — —
Kowloon	— 9.05 10.43 12.34 3.66 5.30 6.54 — 31.25

* Will call at Sheung Shui on notice being given to Station Master, Kowloon.

Sha Tau Kok Branch.

IN

	Night Express
Sha Tau Kok	Dep. 7.10 0.25 1.15 5.15
Fan Ling	Arr. 8.10 10.25 2.15 6.15

HONGKONG AVERAGE MARKET PRICES.

Dated 23 March, April 27th, 1914.
41 cent per Dollar Mention.

Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lang Pa	lb. 16
Corned—Ham Ngan Yu	... 19
Roast—Shiu	... 19
Breast—Ngau Lam	... 14
Soup—Tong Yuk	... 16
Steak—Ngau Yuk Pa	... 19
Sirloin Cotoon—Ngan Lau	... 30
Sausage—Ngau Chang	... 10
Julluck's Brains—Know	per lb. 60
Tongue fresh—Ngau Li	... 60
corned—Ham Ngau	... 80
Beaf—Ngau Tau	... 4
Heart—Ngau Sun	... 4
Kump Salt—Ngau Kin	... 19
Salt	... 18
Foot—Ngau Kark	... 10
Kidneys—Ngau Yin	... 14
Tail—Ngau Mei	... 14
Liver—Ngau Kok	... 14
Tripe (undressed)—Ngau To	... 8
Calve Head & Foot—Ngau-chai-tau-kari	set 6
Mutton Chop—Young Pei Kwai	... 25
Leg—Young Pei	... 25
Shoulder—Young Shan	... 24
Pigs Chilings—Chu Chong	... 27
Brains—Chu Know	... 2
Feet—Chu Kark	... 12
Chu Chak	... 5
Head—Chu Tan	... 18
Heart—Chu Sun	... 12
Kidneys—Chu Yiu	... 8
Liver—Chu Con	... 24
Pork, Chop—Chu Pai Kwai	... 23
Leg—Chu Pei	... 27
Fat—Lord—Cno Yau	... 27

THURSDAY, APRIL 30, 1914.

THE CHINA MAIL.

INTIMATIONS

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S SPRINGS
VICHY CELESTINS
in bottles and half bottles. For kidney and kindred troubles, bladder trouble, Gout — Arthritis — Liver trouble and Bilges. For Indigestion.
VICHY GRANDE-GRILLE
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. — In tins and bottles.
VICHY-ETAT TABLETS 1 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS To make your own digestive aerated water.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE : One wine-glass after the two principal meals.
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL Valence (Drôme-France).
CALDBECK, MACGREGOR & Co., Hongkong.

TO LET

TO LET

14 ARBUTHNUT ROAD, seven large rooms, three minutes from town. Good view of harbour. Immediate possession if desired.
For full particulars apply to :—
J. VINCENT BRAGA,
Toyo Kisen Kisha.
Hongkong, April 24, 1914. 477

TO LET

FROM APRIL 1ST.
THE FIRST FLOOR of No. 25, Des Vaux Road, Central. Suitable for Offices. Rooms can be let separately.
Apply—DRAGON CYCLE CO.
Hongkong, April 2, 1914. 416

TO LET

UNFURNISHED, No. 4, Morrison Hill, containing 8 rooms, with usual servants' accomodation.
For further particulars, apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, April 4, 1914. 431

TO LET

OFFICES IN HOTEL MANSIONS FROM 1ST MAY NEXT.
Hongkong, April 9, 1914. 459

TO LET

L A HACIENDA E., No. 74, Mount Kellett Road.
Apply CHATER & CO. LTD.
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET

N. 13, B. Macdonnell Road.
7 Rooms besides 2 Bath Rooms and servants' quarters.
View of Harbour sighted.
Possession from 15th May, 1914.
Apply to :—
Mr. CHUNG WALLAM,
of YAN ON M. & J. INSURANCE CO., LTD.
No. 303, Des Vaux Road, Central.
Hongkong, April 17, 1914. 490

TO LET

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, cheap rentals.
SHOP with Godown attached. NATHAN ROAD, Kowloon.
Kowloon Marine Lot No. 48 with Wharf.
WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis courts.
No. 3 MINDEN VILLAS.
PLATS in Nathan Road and Humphry Building, from 1st May.

TO LET

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, cheap rentals.
SHOP with Godown attached. NATHAN ROAD, Kowloon.
Kowloon Marine Lot No. 48 with Wharf.
WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis courts.
No. 3 MINDEN VILLAS.

TO LET

HUMBERT'S PRIVATE & FINANCIAL BUILDING, ALVANDRA DAY.

MEDICINE IN CHINA.

(Continued from page 4.)

native medicine is practised, is also maintained. Again, in the army, medical work is divided between two classes of army surgeons—the western-trained and the native-trained. Those supposed to be suffering from internal complaints are treated by the latter, while wounds and abrasions are relegated to the former. By this means not only is double expense incurred, but on the face of it the method is absurd. Either modern medical methods are superior to the old methods, or the old methods are superior to the modern. If old methods are better they should be retained, and the modern methods abolished. If, on the other hand, modern methods are better—and this has been proved in all up-to-date countries, including Japan, whose people used to have the same ideas as ours—they should be wholly adopted and steps should be taken for a gradual merging of the old into the new ones. As is well known, many of the drugs used by native practitioners show excellent results in certain diseases, and some of the methods of treatment used by them are satisfactory. But in the majority of cases, the treatment is purely empirical, and for these drugs and methods to give the greatest benefit they must be thoroughly investigated and their mode of action accurately ascertained.

Again, the western-trained doctor in China is neither treated fairly nor encouraged to be up-to-date. When a foreign practitioner is asked to attend a case payment is duly accorded him, but a Chinese western-trained man seldom receives any fee for even the most skillful treatment. The results of his hospital work are compared not with methods superior to his own, with a view to healthy rivalry, but with inferior methods. Thus he becomes misled in time into a belief of having reached the ideal and entertains no incentive to improve in his profession. Very few of the graduates of the present medical institutions in China are as yet able to perform other than minor operations. Abdominal operations are seldom attempted even when urgently needed to save life, and brain surgery is unknown.

SECOND EDUCATION INDISPENSABLE.

"Property-managed medical schools with their attendant hospitals where a sound education in modern medical science can be obtained are hence indispensable for the welfare of our nation. Graduates of these schools should be of such a standing as to be recognized by the world in the same way as those of Japan and the recently-established Hongkong University. Such graduates must not be inferior in knowledge to those of other nations, and must keep up with the discoveries made almost every day in medical science. Above all, they must ever bear in mind the value of Preventive Medicine, and not only practise it themselves, but spread its doctrines among the people with whom they come in contact."

"It is only by a thorough reorganization of medical education, on the above lines that we can hope to appoint—with credit to themselves and their country—our graduates to the more important posts at present held by men taught in other lands. With an efficient medical service consisting of our own men, the present conservative attitude of our people towards western medicine will change for the better, and China will henceforth rid herself of the unenviable name of being the most backward nation in medicine and sanitation."

RECORD SHIPBUILDING.

The Era of the Mammoth Liner.
How Her Attempt to Equal in America Failed.

Rear-Admiral the Marquis of Bristol, in his presidential address to the Institute of Naval Architects at the Royal Society of Arts, on April 1, said that the world-wide interest taken at the previous time in questions relating to shipbuilding was a significant proof of the deep and far-reaching influence exerted by that branch of engineering upon the commercial and industrial development of nations.

During the past year there had been a record output of merchant ships, namely, 1,932,000 tons, and of warships over 271,000 tons, giving a grand total of 2,203,000 tons. The activity which had manifested itself in British yards during the past year had been reflected in those of most of our foreign competitors, and for the whole world the total output exceeded 4,000,000 tons, which also constituted the highest on record. The percentage of the total merchant tonnage launched in the United Kingdom, as compared to the world's output, had fallen from 68 per cent. in 1911 to 58 per cent. in 1913; while the output

of the world's naval vessels was 10 per cent. greater than in 1911.

"Under Weight," a condition of ill-health, shows your active life powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with increased vitality and healthy condition of the body.

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PREVENT DISEASE!
DISINFECT with
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MEMOS. FOR TO-DAY.
Bandmann Opera Co., "Return Visit
Opening night... 8 p.m. Old Allyian Dinner.

MEMO. FOR TO-MORROW.
Wigwam Tennis Club "At Home".

General Memoranda.

SATURDAY, May 2.—
1:30 p.m.—V.R.C. Athletic Sports.
Interport Shoot: Hongkong fire at
Kowloon.

Royal H.K. Yacht Club's Ladies Day.

SUNDAY, May 3.—
9 a.m.—Excursion to Macau.

MON. May 4.—Tues. 5, and Wed. 6.—
Shanghai Spring Race Meeting.

WEDNESDAY, May 6.—
King's Accession (1910).

SATURDAY, May 9.—
Proclamation Day, King George V.
H.K. Volunteer Reserves Annual Din-
ner.

SUNDAY, May 10.—
6:30 a.m.—Full moon.

TUESDAY, May 14.—
11:30 a.m.—Hongkong Electric Co.
Meeting.

MONDAY, May 18.—
Canton Insurance Office Meeting.

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MOUTRIE'S.

HONGKONG, THURSDAY, April 30, 1914.

**DRAUGHT OF SHIPS ON COST
OF TRANSPORT.**

AS to the actual effect of increased draught on the economy of ships, Professor Sir John H. Biles recently gave to the Dominions Commission some suggestive data. It may be remembered that some years ago he tackled the problem and presented to the Institution of Naval Architects a lucid case in favour of increased depth. His paper on that occasion took as a basis a 500-ft. cargo-carrier of 20 ft. draught and 12 knots speed. By increasing the length of the ship to 700 ft. without increasing the draught the actual cost of cargo-carrying would be increased from 3s. to 11.2s. per ton on a 5000-mile voyage, whereas were the draught increased in correct ratio to the length of the ship the cost would be reduced from 8.6s. in the 500-ft. ship to 7s. per ton in the case of the 700-ft. steamer. In other words, advance in size, including depth or hull, if rendered possible by deeper channels and harbours, would convert the loss of 2.6s. in the 700-ft. ship to a gain of 1. 6s., as compared with the 500 feet ship on a 5000-mile voyage. Sir John Biles made further interesting investigations specially for the Dominions Royal Commission, the type of ship in this case being a passenger and cargo-steamer of 490 ft. and of 14 knots speed. The length of voyage assumed was 3000 sea miles, and a comparison was made between two conditions, one involving a constant draught of 28 ft. 3 in.—although the length might range up to 1000 ft.—and the other a draught varying as the length. It was found that in a 700-ft. ship the cost of transport per ton in a ship in which draught was limited (28 ft. 3 in.) was one and a half times as great as that in a ship of the same length but of proportionate draught. In a 900-ft. ship the cost was twice as great, and in a 1000-ft. ship it was two and a half times as great. This is accountable from first principles. Sir John pointed out that the weight

of hull for the restricted-draught vessel increased much more rapidly than the displacement. The beam could not be increased in the same ratio as the length, so the stability conditions would be interfered with. Before a great length was reached, the dead weight carried no longer increased as the length of the vessel increased, but began to decrease relatively. Further, the excessive proportion of breadth to draught in the large vessel of restricted draught was bad from the point of view of resistance, and therefore those running costs which depended on the power of the machinery were considerably increased. In this line of reasoning there is full justification for future Britanniæ, especially if, as Lord Pirrie rightly points out, harbours are developed to suit the real economic needs.

Lord Pirrie pleaded for an increase in depth of harbours to at least 45 ft., but in Professor Biles's 1000-ft. ship the actual draught works out at 57 ft. 6 in. if the fullest desirable draught is to be adopted. If the draught cannot be varied as the liner dimensions, the fullest economy cannot be realised. For instance, assuming that a harbour had a working draught of 40 ft., as suggested by Lord Pirrie as immediately necessary, the dimensions corresponding to this draught for a 14-knot ship would be about 700 ft. by 17 ft. by 71 ft. 4 in. depth. Were the dimensions increased without augmentation of draught, the cost of carrying cargo would be rapidly increased, and thus it becomes interesting to investigate the most economical length for ships of a given speed. In the case of a 12-knot purely cargo ship there would, according to Sir John Biles, be no appreciable variation between 700 ft. and 800 ft. In a 14-knot vessel the economical length would be 700 ft. if there were no revenue from passengers; but if the vessel were full of passengers a 1000-ft. ship would be as economical as a 750 ft. vessel if possible reductions could be made in the weight of hull of the former due to improvements in construction. At 17 knots the economic length for cargo-carrying without passengers would be 800 ft., and with passengers a 1000-ft. ship. For a 20-knot speed, the most economical length would be about 950 ft. for cargo revenue only, so that a 1000-ft. ship, when carrying passenger, would certainly not, in Sir John's view, be above the economical length. A 1000-ft. ship required a draught of 57 ft. 6 in. if the correct proportions were adopted. No doubt some reduction in this draught would result from a reduction in the weight of structure, but Sir John seemed to think that it was not unreasonable to predict that within twenty or thirty years a depth of harbour of 60 ft. could be profitably employed.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The French cruiser Duplex sailed this morning.

Seven opium smokers were before Mr. Wood to-day on charges of using an opium den. The first defendant, who was believed to be the keeper, was fined \$100 and the others \$2 each.

A private rickshaw coolie, standing outside the Weismann cafe, was charged before Mr. Mulbourn to-day with causing an obstruction, and with refusing to give his name and address. He was fined 50 cents.

The steamer Asyria, belonging to the Hamburg America Line, has been sold to Japanese buyers for about £8,500. She is 2,530 tons gross and 1,844 tons net register, and was built at Hamburg in 1889, with dimensions 321.2 ft. by 40.3 ft. by 23.4 ft.

A marriage has been arranged between Robert Ronald Campbell (Cragnis), of the Board of Education, eldest surviving son of the late James Duncan Campbell (Cragnis), C.M.G., of the Chinese Imperial Maritime Customs, and Ise Mary Ley, eldest daughter of R. E. Mitcheson, Assistant Secretary, Board of Education, and Mrs. Mitcheson, 46, Ladbroke-square.

The Seventh National Shoe and Leather Market fair and the International Shoe and Leather Week will be held in Boston, Mass., July 8th to 15th, 1914. The object of the Fair will be to exhibit samples of American shoes, leather, other leather goods, also shoe and leather machinery and supplies. Local dealers and manufacturers are cordially invited to attend the fair and submit samples if they care to do so.

TAI ON HEROES.

THANKED BY THE GOVERNOR.

**Strong Government Action
Foreseen.**

At Government House this morning H.E. the Governor, Sir Henry May, K.C.M.G., received the three heroes who offered such stout resistance to the pirates on the Tai On—Capt. Wetherell, Chief Engineer McCartney and the Portuguese guard Diaz and thanked them on behalf of the Government and himself for their protection of the British flag. His Excellency in the course of his speech foreshadowed the adoption by the Government of a strong policy to prevent the repetition of such piratical outrages.

The reception took place in the drawing room. His Excellency being attended by Capt. Alison, A.D.C., Hon. Mr. Clan Seaver, Colonial Secretary, and the Hon. Mr. M. C. Mewar, Captain Superintendent of Police.

Having welcomed the three officers His Excellency addressed them as follows: Gentlemen, I just wanted to say to you at the earliest possible moment how much I and the Hongkong Government appreciate your services on the occasion of this piratical attack. This is not, of course, the only way your services will be recognised. We will do more for you within reason than what I am going to do to-day. This is merely an informal expression of my own admiration of your conduct and of the thanks of the Government for protecting the British flag, and the passengers who were entrusted to your care.

I have now stated that resistance to these pirates is merely hubbing and that the best thing for the officers and crew to do when attacked by pirates is simply to put up their hands and let the miscreants work their will on the ship. Well, that is not my idea of the duty of Englishmen who have the honour to watch over ships, which even though they may be owned by Chinese who are probably not British subjects are British registered and fly the British flag. The Government on the last occasion of the piracy of the Tai On took certain measures to give the officers a chance they had never had before of holding their own, and I am proud that on the first occasion upon which the British officers had the chance they held their own to such good effect that they repelled this atrocious attack, though they were greatly out-numbered.

It is terrible to think that these devils for they are no better than devils—set fire to the ship in order to make good their escape and I only hope and pray that every single one of them has either met his death, or will be brought to justice. They deserve for their brutal conduct, which led to such terrible loss of life.

I can tell you that this Government will do something to prevent a recurrence of such an act as that enacted upon the Tai On. You know, as well as I do with the number of Chinese boarding these vessels as passengers as the officers there are for smuggling arms aboard. It is not an easy thing to stop, but it will have to be done no matter what trouble it entails, or what money it costs, because I am not going to have the British flag insulted by a lot of dirty Chinese pirates.

I thank you most heartily for booking with the Government in this direction and I assure you of my admiration of the whole British and Chinese community. Captain Wetherell, I will read you an official letter I have addressed to you by the Government as a small expression of our appreciation on what you did.

R. H. Wetherell Esq., Master, a.s. Tai On.

Sir, I am directed to inform you that your spirited action on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday the 27th of April, 1914, has been brought to the notice of the Governor. It appears that with the help of your colleagues Mr. McCartney, the Chief Engineer, and Mr. Evans, the Chief Officer, you gallantly withheld the armed assault upon the bridge, and that when the vessel had been set on fire you did all that lay in your power to obtain help from other vessels in the vicinity, afterwards remaining at your post until all had left the burning ship.

Your devotion to duty in circumstances of great peril was worthy of the highest traditions of the British Mercantile Marine Service and I am to convey to you the thanks of His Excellency and the Government of Hongkong for your courageous conduct, which was the means of saving many lives.

I am, Sir, Your obedient servant, (Sd.) Claud Neaven, Colonial Secretary.

His Excellency, addressing Captain Wetherell, added: I may say here that inquiry will be made into the circumstances under which certain ships, though they knew the Tai On was on fire, did not stand by to render her assistance. I thank you again very much, and my own personal opinion of you at this moment is that you are one of the finest officers I have ever shaken hands with.

Addressing Chief Engineer T. D. McCartney, his Excellency said: Mr. McCartney, you come of the Scotch race, which has proved itself equal to any emergency and you are a fine specimen of that race.

His Excellency then read to Mr. McCartney the following letter from the Government, signed by the Colonial Secretary:

"Sir—I am directed to inform you that the valuable services, which you rendered on the occasion of the piratical attack on board the steamer "Tai On" on the night of Monday, the 27th of April, 1914, have been brought to the notice of the Governor. You gallantly supported the efforts of the Captain in repelling the armed assault on the bridge, and afterwards when the vessel had been set on fire. I am to convey to you the thanks of His Excellency and the Government of Hongkong for your brave conduct."

His Excellency congratulated Antone Diaz. You acted a very brave part, he said, you the foreman of the guard put on board, and you showed that the Portuguese race has still got lots of the

THE "TAI ON" PIRACY.

**DEATH OF A SUSPECTED
PIRATE.**

At 7.45 last night, at the Government Civil Hospital, a Chinese named Loung Ping Wan, who was removed to the institution suffering from burns died. He was suspected as being a pirate on board the s.s. "Tai On." Another suspected pirate is at present confined in the hospital and his condition is critical. He has also been

burnt. The Water Police have only 13 persons in custody, the remainder of the 180 detained having been released on their own personal bond or on that of friends and relatives. In some cases those coming forward as guarantors were high class Chinese families of Hongkong. The thirteen detained have so far been unable to give a satisfactory account of themselves.

**CANTON'S MILITARY
GOVERNOR ARRIVES.**

Leung Kan Kwong, Military Governor of Canton, and Resident Commissioner and brother of the Governor General and Tuvalu of Canton city, arrived in the harbour this morning on one of the Chinese battleships. The usual salutes were exchanged and the distinguished visitor was received by Capt. Allerton, the Governor's aide-de-camp, and Major Stewart, General staff officer. The guard of honour, drawn from the Duke of Cornwall's Light Infantry, and the passengers who were entrusted to your care.

I have now stated that resistance to these pirates is merely hubbing and that the best thing for the officers and crew to do when attacked by pirates is simply to put up their hands and let the miscreants work their will on the ship. Well, that is not my idea of the duty of Englishmen who have the honour to watch over ships, which even though they may be owned by Chinese who are probably not British subjects are British registered and fly the British flag. The Government on the last occasion of the piracy of the Tai On took certain measures to give the officers a chance they had never had before of holding their own, and I am proud that on the first occasion upon which the British officers had the chance they held their own to such good effect that they repelled this atrocious attack, though they were greatly out-numbered.

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**HELENA MAY INSTITUTE
FUND.**

SPORTING.

CRICKET.

**Soldiers' Club Cricket Shield
Final.**

**ROYAL ENGINEERS' v. LEFT HALF
D.C.L.I.**

This match was played at Happy Valley yesterday. The Engineers did only moderately with the bat, but Lewis and Morris did some sensational bowling, dismissing the D.C.L.I. for 17 runs. Score—

ROYAL ENGINEERS.

Morris, b Plant ... 13

McGregor, b Plant ... 5

Pearce, b Palmer, b Stroudley ... 5

Lewis, b Stroudley ... 9

Scott, b Plant ... 21

Kelly, c Wyatt, b Plant ... 6

Whiting, c b Plant ... 6

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ULSTER PROBLEM.

MR. CHURCHILL'S CONCILIATORY SPEECH.

The Debate Resumed.

LONDON, April 29.

Mr. Churchill, concluding his speech, appealed to Sir Edward Carson who was running the risk of strife, to run the risk for peace, adding, "I am running some little risk in what I now say." He defended the right of the Government to send troops to Ulster, to arrest the leaders, and to take other drastic measures, but it was inadvisable in the circumstances with which they had had to deal. He asked the House, even at that late period, to seek a better solution of the problem than civil war. He alluded to the anxiety that was felt by every friendly country owing to the belief that the balance of power would be presently changed. Foreign countries did not realize that external difficulties would dispel internal dissensions. If that were feasible at the higher call to patriotism, why not at the call of internal amity? He accused those who were preparing for civil war of having other purposes in wanting to subvert the regular system of Parliamentary Government. The Government would not use force until force was used against the representatives of law and order.

A Dramatic Debate.

The debate, which was subsequently adjourned, was of most dramatic nature, beginning with passionate temper and ending in a renewal of the talk of a settlement.

Sir E. Carson should have followed Mr. Churchill but did not speak, retiring to consult his colleagues.

Great importance is attached in the Lobby to Mr. Churchill's oration. It is considered that the suggestion, however vague, is an advance on the Government's original proposals, and indicates that the Government is feeling the way towards a federal solution of the matter.

The Nationalists Complacent.

Though Radicals are alarmed at Mr. Churchill's suggestion, which they regard as equivalent to responding to "a grave and unprecedented outrage" with an offer of a new concession, there is a disposition to wait the amplification of an offer which Mr. Asquith is expected to furnish. The Nationalists, to whose persuasions the Government's non-adoption of retaliatory measures in the matter of the gun-running is attributed, regard the position with complacency.

Making for Peace.

Captain Craig, interviewed on the subject of Mr. Churchill's speech, expressed the opinion that it was the most important advance in the interests of peace which had yet been made, and he confidently expects further negotiations with the leaders.

Mr. Redmond is quoted in the *Daily Mail* as having said: "If Sir Edward Carson does what Mr. Churchill suggests I will try to effect an honourable settlement."

A "Peaceful" Press.

The papers strike a much more peaceful note to-day with the denial of stories of Nationalist gun-running and of the troops in Ireland demanding conditions of service, and generally there is a friendly reception of Mr. Churchill's offer.

LATER.

Cabinet Meeting.

Another meeting of the Cabinet will be held to-day.

Battle Squadron? At Belfast Lough.

The Third Battle Squadron has arrived at Belfast Lough.

A False Alarm.

There was intense excitement in Belfast on the Squadron being sighted. It, however, turned out to be a cruiser and ten destroyers.

Thank You.

The Ulsterites saluted and signalled "Welcome," to which the cruiser replied "Thank you."

Nationalist Guns.

Despite denials of the coast guards, the Nationalists maintain that arms were landed at a cove at Lough Swilly.

Mr. Churchill's Offer.

In the House of Commons, Mr. Asquith emphasised that Mr. Churchill's offer was on "his own account."

BY TELEGRAPH.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

and not on the Government's. Continuing the Premier said that the circumstances were so exceptional that anyone was entitled to do his best towards peace. Mr. Asquith added that so far as Mr. Churchill's invitation to Sir E. Carson was concerned he (Mr. Asquith) heartily sympathised with it.

More Questions.

Mr. Asquith, in answering another long list of questions on the "alleged plot," intimated that after this week he would refuse to reply to questions on the subject or to lay further papers (Loud Ministerial cheer).

Premier on the New Situation.

Mr. Asquith, in winding up the debate, described Sir E. Carson's speech as being most important. He (Mr. Asquith) fully realized that it was intended to help and not to hinder the Government. He entirely reciprocated that spirit, and he would never close the door until compelled. There could be no settlement, unless with the sincere assent of those mainly interested.

Ulster's Terms.

Sir E. Carson emphasised that they only wanted terms which would conserve Ulster's dignity and civil and religious freedom. Much as he detested the Bill, if it passed, it would be his earnest hope and prayer that the Government of South Ireland would prove so successful that Ulster might ultimately join United Ireland.

The Opposition's Attitude.

Mr. Bonar Law said that it was now the clear duty of the Premier to recognise that the calamity with which he was faced was so awful that in some way peace at any cost must be found. "If Mr. Asquith seeks peace the Opposition would do anything to make a peaceful solution possible."

Conciliatory Unionist Speeches.

The conciliatory nature of the Unionist speeches has profoundly impressed the Lobby. It is inferred from Mr. Asquith's speech that there will be a resumption of negotiations.

Mr. Balfour.

On the debate on the Vote of Censure being resumed, Mr. Balfour insisted that the Government had made no reply to Opposition's charge. "Why didn't the Government cross Ulster openly?" They began with the movements of a few companies in order to produce civil disturbances. Mr. Churchill talked of the police and criminals, but there was one chapter more disgusting to the police and was even despised by the meanest criminal, namely, the agent provocateur." Mr. Balfour concluded that unless Ulster were excluded now, she would never join the rest of Ireland in future.

It is noteworthy that the Nationalists did not participate in the debate.

Vote of Censure Defeated.

The Opposition's vote of censure was defeated by 344 to 264—a majority of 80.

(Wah Tze Yat Po's Service.)

NEW GOVERNMENT MINT.

PEKING, April 29.

Leung Chi Chao proposes to establish a government mint at Tientsin and branches at Hankow, Nanking and Canton.

Kwangtung Newt utuh.

Chai Ngok, formerly Tutuh of Yunnan, is coming south on a visit of inspection, and will shortly be appointed Tutuh of Kwangtung.

President to Entertain Legations.

The President will entertain the Legations on May 4 in the capital.

Kutukhu of Urga III.

The Kutukhu of Urga is reported to be seriously ill. Should he succumb he will be succeeded by his wife as ruler.

New Draft Constitution.

The President has approved the new draft Constitution.

A New Cabinet.

The new Premier, Chu Shi Chung, will form a fresh Cabinet. The names of its members will be announced as soon as their acceptance of office has been received.

Meddling with Salt.

The President, in view of complaints received of delays caused in the loan negotiations by unauthorized persons interfering with Salt Gabelle affairs, has called attention to the matter and ordered the dissolution of the Salt Protection Community, a Szechuan Society.

SERVES THE WHOLE FAMILY.

THE fame of Chamberlain's Cough Remedy is world wide. It is good for the deep-seated cough of the adult or the croak and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

TERRIBLE MINE DISASTER IN AMERICA.

203 PERISH.

LONDON, April 30.

As the result of explosions in a coal mine at Eccles, West Virginia, 203 perished. The mine was soon ablaze, and rescues were impossible.

DUKE OF ARGYLL SERIOUSLY ILL.

LONDON, April 30.

The Duke of Argyll is suffering from double pneumonia, and his condition is serious.

HOME RACING.

RESULT OF THE TWO THOUSAND.

LONDON, April 29.

The race for the Two Thousand Guineas (1 mile) which was run at Newmarket to-day resulted as follows:

Sir John Thrusby's Kennymore (Stern)

1st. Londonderry's Coreya (O'Neill) 2

Mr. J. B. Joel's Black Jester (Randall) 3

Won by a short head. Two lengths separated second and third.

Sir E. Cassell's Hapsburg (Rickaby) was fourth.

The betting on the course on the first three was 2 to 1 against Kennymore, 7 to 2 Coreya, 20 to 1 Black Jester.

Also ran:—Sunny Lake (H. Jones), Trois Temps (Whalley), Courageous (F. Bullock). By George! (Hunter), Sergoi (Hewitt), Puhson (Earl), Evansdale (W. Huxley), St. Cyr (Walter Griggs), Land of Song (Dongobus), Anglesay (Saxby), Cincinnati (Wheatley), My Prince (William Griggs); Sir Eager (Clark), Carrickfergus (Fox).

The Race.

Kennymore, Coreya, Black Jester and Hapsburg were leading the field all the way, the favourite winning a grand race by a short head only. Hapsburg was fourth. The time was 1 min. 38secs.

(Note:—Kennymore a 3-year-old bay colt by John O'Gaugeon was only sold late last season in two events, running third in the Middle Park Plate (6 fms.) to Coreya and Stornoway and winning the Dewhurst Plate (7 fms.), beating Coreya, Carrickfergus and four others. He is a candidate for the Derby (May 27) but not the St. Leger, and has a number of other engagements before him for which he has been entered, 21 in all.

Last year the result was Lorraine, Cranbourne, Meeting House and other winners since 1907 were Steve Gallion, Norman III., Minora, Neil Gow, Sunstar, and Sweeper II.

It is interesting to note that neither of Mr. Bolton's two candidates, Stornoway and Longtown, ran, both of which won races as two-year-olds; the former won seven times out of ten attempts; was twice second and once fourth; and the latter won twice and was placed four other times.—En.)

THE "FANNY'S" CONSIGNMENT.

LONDON, April 29.

The *National Zeitung* states, says Reuter's Berlin correspondent, that the Fanny's consignment to Ulster was 30,000 American small calibre rifles and 3,000,000 cartridges.

MR. ROOSEVELT'S LATEST DISCOVERY.

LONDON, April 29.

Mr. Roosevelt's expedition has not explored Brazil, but it has discovered a tribe of unknown naked savages.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals beg to acknowledge with thanks the following donation:

Kaparena & Co. 810

Eleven Chinese were charged before Mr. Wood this morning by Inspector McHardy with gambling in a house at Wan-chai. The keeper was fined \$70 and the remainder \$4 each.

Notice is given that a bacon, painted red and exhibiting a red uncleaned light has been established to mark the end of the spit that extends to the south-eastward from Pedder Island and the northern side of the channel at the eastern entrance to the Whampoa Channel, Canton River. The bacon is in 7' feet of water, at from 1 to 3 fms. on the eastern side of the Whampoa Dock jetty, bearing S. 38° E., magnetic distance 217 cables.

A PARENTS DUTY.

YOUR boy is always getting scratched

or cut or bruised. Because these

wounds have healed all right is no sign

they always will. Get a bottle of Chamberlain's Pat's Balm and see that every

injury is cared for immediately. You can

get nothing better and Moot is not

dangerous & disease free. For sale by

all Chemists and Druggists.

HONGKONG EXPORTERS AND DEALERS.

HUMAN HAIR FOR FALSE PACKING.

Mr. F. Bevington (Bradley and Co.) presided at the annual general meeting of the Association of Exporters and Dealers of Hongkong, held last night in the old Chamber of Commerce Room at the City Hall. The firms represented were: Jardine, Matheson and Co. (Mr. A. Payson); McLeathen and Co. (Mr. A. Winter); Arnhold, Karbowi and Co. (Mr. L. V. Langstein); Siemens and Co. (Mr. F. Dunlop); Reiss and Co. (Mr. W. Sieghart); W. G. Humphreys and Co. (Mr. W. M. Humphreys); Union Trading Co. (Mr. Ho Yew Tai); G. Martini (Mr. G. A. Benn); Harry Wickins and Co. (Mr. J. Owen Hughes); Jensen and Co. (Mr. J. Holman); Ting On Lee (Mr. Au Kam Wah); Wenzel and Co. (Mr. A. Homuth); Gilman and Co. (Moses, C. N. G. Walker and G. Miskin); U. Runquist and Co. (Mr. U. Runquist); along with the Secretary, Mr. E. A. Williams.

CHAMBERS' ADDRESS.

The Chairman said: As will be seen

from the report, your committee during the past year has had considerable correspondence with the different ports and cities of the world and I think that their labour have not been altogether in vain.

As might be expected with a

young institution such as ours, several difficulties and obstacles have been encountered but I think that some material

progress has been made in establishing

the Association as a factor in the protection and furtherance of Far Eastern commerce with the different markets

of the world.

SPECIAL ATTENTION.

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SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

CONNECTING STEAMER LEAVES YOKOHAMA	STEAMERS LEAVING COLOMBO	LEAVE SHANGHAI	LEAVE HONG KONG	LEAVE FROM COLOMBO TO MARSEILLES AND LONDON	DEPARTURE TIME	DOCKED AT PLYMOUTH (London 1 day later)	DOCKED AT LLOYD
Thurs. Apr. 30	ASSAYE	May 5	MOOLTAN	JUNE 5	June 11	Friday	FRIDAY
May 11	INDIA	May 10	MOREA	Saturday	July 4	Friday	MONDAY
May 23	DEVANHA	June 2	SMALOMA	June 20	July 18	July 10	TUESDAY
June 11	DIMTA	June 18	MARMORA	July 18	July 24	July 24	MONDAY
June 23	HIMALAYA	July 30	MOLDAVIA	Aug. 1	Aug. 7	Aug. 7	MONDAY
July 9	ASSAYE	July 14	MEDINA	Aug. 15	Aug. 21	Aug. 21	MONDAY
July 23	DEVANHA	July 28	MONGOLIA	Aug. 29	Sept. 4	Sept. 4	MONDAY
Aug. 6	CHINA	Aug. 11	EGYPT	Sept. 12	Sept. 18	Sept. 18	MONDAY

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles or Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can also arrive in London at 3.35 p.m. on Saturdays.

Passenger change Steamer at COLOMBO, and thence for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:-

LONDON.	1ST SALOON "A" Accommodation SINGLE	2ND SALOON "A" Accommodation SINGLE	1ST SALOON "B" Accommodation SINGLE	2ND SALOON "B" Accommodation SINGLE
1ST SALOON "A" Accommodation SINGLE	£25.	£20.	£25.	£20.
2ND SALOON "A" Accommodation SINGLE	£20.	£16.	£20.	£16.
1ST SALOON "B" Accommodation SINGLE	£16.	£12.	£16.	£12.
2ND SALOON "B" Accommodation SINGLE	£12.	£8.	£12.	£8.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND CLASS PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	LEAVE YOKOHAMA	LEAVE SHANGHAI	LEAVE HONG KONG	LEAVE SINGAPORE	DOCKED AT M'SAILLES	DOCKED AT LONDON
NAMUR	about	about	about	about	about	about
APR. 28	May 7	May 13	May 19	June 16	June 26	July 24
NOVARA	May 26	June 4	June 10	July 16	July 14	July 24
NEELORI	June 9	June 18	June 24	July 30	July 28	Aug. 7
IRHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
GTYRA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

Now Steamer

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1ST SALOON £50 SINGLE £75 RETURN.

2ND " £35 £52

FARES TO "MARSEILLES"

1st Saloon £46 Single.

2nd Saloon £33

All Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,
Supervintendent.NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES.

STEAMERS TONS TO SAN

NAPLES, GENOA, ALGIERS, BULOW, LISBON, SOUTHAMPTON, ANTWERP & BREMEN (18,900) WEDNESDAY, 13th May at 10 a.m.

SHANGHAI, TSINGTAU, LUTZOW, KORE & YOKOHAMA (17,300) THURSDAY, 30th April at 5 p.m.

MANILA, AUGAUR, YAP, PRINZ WALDEMAR, MARONI, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE (5,100) SATURDAY, 16th May at 9 a.m.

KOBE (2,000) COBLENZ, CANTH H. SCHMITT (6,750) TUESDAY, 20th May.

JESSELTON, KUDAT AND BORNEO, SANDAKAN (Capt. J. Koehler) MONDAY, 11th May at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New system of Telefunkens.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.
OUTWARD HOMEWARD

Steamship 1914

ALTAIR 25th May.

DURENDART 8th June.

HELGOLAND 2nd May.

BORKUM 21st May.

NORDDEUTSCHER LLOYD, MELOHRS & CO., GENERAL AGENTS.

SHIPPING

AUSTRIA

Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. BOHEMIA, 7,900 tons, will leave as above on 15th May at 4 p.m.

Superior accommodations for 1st, and 2nd Class passengers, no surtax, no tax, no inside Cabin, Stewardess Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits (Calcutta), Colombo, Bombay, Aden, Suez, Port Said.

S.S. PERSIA, 12,000 tons, will leave as above about 4th May.

These Steamers of large tonnage are fitted with comfortable one class accommodation for 1st Class passengers, no surtax, no tax, no inside Cabin, Stewardess Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES Trieste-London

BY SIMONE EXPRESS Via Venice, Milan, Simplon, Lake Geneva, Chamonix, Aosta, Turin, Genoa, Naples, Sicily, Malta, Crete, Rhodes, Alexandria, Cairo, Suez, Port Said.

BY ST. GOTTHARD EXPRESS Via Verona, Milan, St. Gotthard, Levens, Lake, Milan, Calais or Boulogne, Chamonix, Aosta, Turin, Genoa, Naples, Sicily, Malta, Crete, Rhodes, Alexandria, Cairo, Suez, Port Said.

BY SUMMER EXPRESS Via Vienna, Cologne, Brussels, Ostend, Dover, Calais, Etretat, II. Scilla.

Via Munich, Cologne, Frankfort, Paris, Genoa, Naples, Sicily, Malta, Crete, Rhodes, Alexandria, Cairo, Suez, Port Said.

TO SHANGHAI:

S.S. BOHEMIA, 7,900 tons, will leave as above on 1st May, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £26, 2nd £24, 3rd £19.

TO KOBE, VIA SHANGHAI, YOKOHAMA.

S.S. NIPPON, 13,900 tons, will leave as above about 2nd May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to OREGON.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailing from Hongkong

Steamer from Hongkong To or about Connecting at Calcutta with on or about

KUYSANG May 1.

LOVAT May 6.

TORILLA May 12.

DILWARA May 14.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents

DODWELL & CO., LTD., Agents

SHIPPING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS FROM HONGKONG: FROM COLOMBO: 29th April. Connecting with "GUJARAT" 17th May.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indemnity offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS FROM HONGKONG: From Hongkong S.S. "SALAMIS" About 25th of July

First Class ACCOMMODATION FOR PASSENGERS

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUZ CANAL
(With liberty to call at the Malacca Coast).

FOR BOSTON & NEW YORK.

S.S. CHALISTER..... on or about 15th May.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents

DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

SPECIAL LIQUEURS

Pints and Quarts.

PEPPERMINT

CURACAO
D. O. M.
APRICOT BRANDY
CHARTREUSE

MARASCHINO
KUMMEL
CHERRY WHISKY
CHERRY BRANDY
APRICOTINE
CREME DE MOKA
PEACH BRANDY
MANDARINETTE
CREME DE VIOLETTE
CREME DE CACAO
LIQUEUR FECAMP

BITTERS.

AMER PICON
BITTER SECRESTAT
FERNET BRANCA
AUGOSTURA
POMERANZEN
ORANGE

MacEwen, Frickel & Co.

STEAMERS PASSED SUZ CANAL

April 14. Pendragon, Atreus, Longior, Bertram Castle, U. J. D. Athers, Patriotic, Monmouthshire.

April 17. E. F. Ferdinand, Mackay, Apia.

April 21. Belaric, Kremus, Meiman, Ningpo, Sihunia, Inradu, Kukri.

April 24. Benbow, Borneo, Miakhi, Mori, Palau, Pembein, P. E. Friedrich, Prinz Ludwig.

April 28. Ambria, Benvene, Den of Albie, Semipan, Nels.

ARRIVALS FROM CHINA

April 28, Kasama.

STEAMERS EXPECTED:

The P. M. S. Co.'s s.s. Siberia sailed from Yokohama on Saturday, the 25th April for Hongkong via Manila. The United States mail has been transferred to the Messageries Maritimes str. Paul Leat scheduled to arrive at this port on the 4th May.

The C. P. R. Co.'s R.M.S. Empress of India arrived at Yokohama at 5.30 a.m. on the 23rd April, and left at noon on the same day, due to arrive here on the 29th April.

The U. P. R. Co.'s R.M.S. Montague left Yokohama between 2 and 4 p.m. on the 23rd April.

The C. P. R. Co.'s R.M.S. Empress of India left Vancouver between 2 and 4 p.m. on the 23rd April.

The C. P. R. Co.'s R.M.S. Empress of India left Yokohama between 2 and 4 p.m. on the 24th April.

Other Vessels.

The Glen Line's s.s. Glenloch left Singapore on Saturday, the 25th April, and is due here on Thursday, the 30th April, p.m.

The Austrian Lloyd's s.s. Bohemia left Singapore for this port on the 25th April, p.m., and is due to arrive here on the 30th April, a.m.

The P. & O. S. N. Co.'s s.s. Nasara left Singapore for this port on the 25th April, at 2.30 p.m., and is due here on the 30th April, at 4 p.m.

The H. A. L. s.s. Furd Budlow left Singapore on the 25th April, a.m., and may be expected here on or about the 30th April.

The E. & A. s.s. St. Johns left Sydney for this port, via Queensland, Port Darwin, Timor and Manila on the 25th April, and may be expected here on or about the 30th April.

The I.C.S.N. Co.'s s.s. Kang left Shanghai on the 26th April, is due here on the 1st May.

The Austrian Lloyd's s.s. Perla left Shanghai for this port on the 26th April, and is due to arrive here on the 2nd May.

The I.C.S.N. Co.'s s.s. Kiana Mori (European Line) left London for this port via ports on the 25th April, and is expected here on the 3rd June.

Temperature.

Hongkong, April 30, 1914.

BAROMETER 9 a.m. 29.98

Do 1 P.M. 29.92

Do 4 P.M. 29.90

Thermometer 9 A.M. 77

Do 1 P.M. 78

Do 4 P.M. 78

Do 7 P.M. 76

Do Wet bulb 1 P.M. 75

Do Wet bulb 4 P.M. 76

Do Maximum 78

Do Minimum 75

ASK
SPECIALLY
FOR
MACKIE'S
Heart
Tonic
Digestive
and
Non-gouty



WHITE HORSE
WHISKY.

REDNESS, BURNING
AND ITCHING

On Chest and Back. Came Out In
Open Bleeding Sores. Pain So
Severe Could Get No Rest. Cuti-
cure Soap and Ointment Cured.

70, Newgate Rd., Norwich, Eng.—"My
complaint started over nine months ago
with redness, burning and itching on chest
and back. I went to a chemist
and obtained various ointments but none
gave me relief. I had both chest and back cuts out
in open bleeding sores. The pain was so
severe I could get no rest at night. I continued
the work—say the least—difficult one, when it has to be borne in mind
that the duty of arbitrators is to judge
the case out its merits, and that they
should not at any time be regarded as
advocates for either side. The action
of the London Provinces Association should
prove an object lesson to these exporters
and dealers (foreign), as well as Chinese
who have not yet joined this Association,
and serve to bring home to them
the undoubted fact that in unity is
strength, and that without unity on the part
of the exporters on this side, it can
be never hoped or expected that such old
and strong combination as the London
Provinces Association and other equally
strong organisations in Europe and
America, will give any consideration to
representations made to them—and cer-
tainly not by individuals. But the time
will assured come when these Chinese
organizations, strong though they may be,
will be ready to give heed to reasonable
requests made to them by the Export
Association of China, and I hope
our Committee will ever have before them
the importance of co-operation with similar
Associations in this part of the world.
With regard to cuticle oil we feel satisfied
that our Committee have done all
they can, and now that we know from
reliable Chinese sources, as well as from
the Government Analyst, that it is im-
possible to obtain this oil in South China
without traces of resin, he who would
accept the condition laid down by the
I.P.A. will have only himself to blame
when he has to face the claims. If the
reports made to the Association are true
and I have no reason for doubting them
in regard to essential oils, castor, etc.,
it is a serious indictment, and the sooner
these are engaged in the election and pre-
paration of these commodities for export
are warned to mend their ways and deal
honestly with their buyers, the better
it will be for them, and for the credit
of their country is necessary that those
who are engaged in the export of raw
materials to the manufacturing centres of
the world should fully realise the great
advance that has taken place in hygiene
and science generally during the last
decade, and that new stringent food and
anti-adulteration laws are being passed to
protect the people's health, and that old
methods of production, such as have
been in vogue in China for centuries,
will no longer be tolerated. Modern science
requires only the best which can be pro-
duced, or that can be prepared, if it
is animal, vegetable, or mineral, so that
there is but little satisfaction, or profit,
to either seller or buyer of adulterated,
or badly-prepared produce. I hope this
Association will ever consider it as part
of its duty to impress that important
fact on the producer. It is also very
necessary that they should be made to
realise that during comparatively recent
years enormous territories have been
opened up in Africa, America and elsewhere,
where these commodities which
formerly were considered as China's own,
can, and are, being produced under
modern conditions, thus obtaining from
the manufacturers a standard of their
own, which, in many cases, is much
higher than that placed on the produce
of this country, and I need only refer to
tea and silk, in the production of which
China stood pre-eminent but comparatively
a few years ago. I trust the Chinese
dealers will soon realize and appreciate
that the object of the Association is for
the mutual benefit of all those in the
export trade, and as our Chairman has
stated, we hope they will join hands with
us. (Applause.)

HONGKONG EXPORTERS AND
DEALERS.

(Continued from page 7)

We must all appreciate the endeavours

made by our Committee, as well as by

our neighbouring Associations, in this

matter. To my mind the inclusion of

one merchant on an arbitration is not

only a reasonable, but a very modest

request to make. An Arbitration Com-

mittee to consist of brokers only replaces

the work—to say the least—difficult

one, when it has to be borne in mind

that the duty of arbitrators is to judge

the case out its merits, and that they

should not at any time be regarded as

advocates for either side. The action

of the London Provinces Association should

prove an object lesson to these exporters

and dealers (foreign), as well as Chinese

who have not yet joined this Association,

and serve to bring home to them

the undoubted fact that in unity is

strength, and that without unity on the part

of the exporters on this side, it can

be never hoped or expected that such old

and strong combination as the London

Provinces Association and other equally

strong organisations in Europe and

America, will give any consideration to

representations made to them—and cer-

tainly not by individuals. But the time

will assured come when these Chinese

organizations, strong though they may be,

will be ready to give heed to reasonable

requests made to them by the Export

Association of China, and I hope

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the importance of co-operation with similar

Associations in this part of the world.

With regard to cuticle oil we feel satisfied

that our Committee have done all

they can, and now that we know from

reliable Chinese sources, as well as from

the Government Analyst, that it is im-

possible to obtain this oil in South China

without traces of resin, he who would

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I.P.A. will have only himself to blame

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of this country, and I need only refer to